

CONTEST OVER TERMINAL CO.

VARIOUS EXPLANATIONS OF THE HEAVY BUYING OF STOCK.

Haigarten & Co. and the Guaranty Trust both asking for deposits of securities—Street Hears the Vanderbilts and Chicago Subway Are After Control.

With a reorganization committee headed by J. W. Castles, president of the Guaranty Trust Company, asking for deposits of its securities to forward its plan for reorganizing the company, and the banking house of Haigarten & Co. asking for deposits of the bonds to secure better terms under any reorganization plan, the Guaranty Trust Company is the center of the controversy.

On sales of 30,000 shares of the common stock rose 1/4 point to 15 1/4, while the preferred stock, with about 15,000 shares dealt in, sold at 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 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1/2, 980 1/2, 981 1/2, 982 1/2, 983 1/2, 984 1/2, 985 1/2, 986 1/2, 987 1/2, 988 1/2, 989 1/2, 990 1/2, 991 1/2, 992 1/2, 993 1/2, 994 1/2, 995 1/2, 996 1/2, 997 1/2, 998 1/2, 999 1/2, 1000 1/2.

EDWIN HAWLEY QUILTS.

Has Sold Out of the Merchants' Trust Co., J. L. Phillips Its New President.

Edwin Hawley has disposed of his interests in the Merchants' Trust Company, control of which he secured more than a year ago, and is no longer connected with the company. Mr. Hawley was president of the company since the death of J. L. Phillips.

CRIPPLE CREEK R. R. SOLD.

Wall Street Believes the Rock Island Through a Syndicate Has Bought It.

In connection with the visit of President Irving Howbert of the Cripple Creek Short Line Railway to this city, it has been reported in Wall Street that control of the road has been sold. One report had it that the purchase price was \$1,000,000.

GETS INTO DES MOINES.

The Hawley Railroad Are to Be Allowed to Use Burlington Tracks.

Edwin Hawley announced yesterday that a contract had been entered into by which the Iowa Central and Des Moines and Fort Dodge lines will enter Des Moines over the tracks of the Burlington.

SULLY OUT OF STOCK EXCHANGE.

Sale of the E. Cotton King's Seat Brings Out the Fact That He Is Down.

The Stock Exchange seat of Daniel J. Sully was posted yesterday for transfer. It is stated unofficially that the price received for it was \$75,000, which would be \$2,000 under the price of the last previous transaction.

SUSPENSION OF FIGHTING BROKERS OUT.

The Cotton Exchange governors voted yesterday to reduce the period of suspension of Charles Mayhoff and Charles McGehee, who recently indulged in fist-fights on the floor, to thirty days. The original term was sixty days.

RAILROAD EARNINGS.

Table with 3 columns: Railroad, 1904, 1905. Rows include Alabama Great Southern, Atlantic Coast, etc.

GOSSIP OF WALL STREET.

Under the influence of a lower range of quotations from the American quarter of the London market, stocks opened off sharply yesterday morning, but after about ten minutes of active selling which presented the characteristics of a bear attack, the market came back rather easily to Thursday's level. Throughout the remainder of the day the activity was spasmodic and irregularly distributed. But in the conspicuous instance of the Chicago Terminal Transfer Railroad, it developed at the expense of values. The volume of trading was on rising prices. It was so in such specialties as Kansas City Southern, preferred, St. Louis Southern, preferred, Duluth, Superior, common and preferred, Steel Foundries, Chicago Terminal and "Big Four," all of which had considerable prominence. From stocks of this character the selling was into private railroad securities in which there is some general interest, such as Erie common, Rock Island common and Southern Railway common. Later there was a movement in the high priced stocks. The leader of this group was Chicago and Northwestern, advancing 1/4 point. Other high priced railroad securities more or less prominent in today's trading were Louisville and Nashville, New York Central and St. Paul. In the last ten minutes another demonstration was made in Reading.

It was a stock market of considerable variety.

The buying of "Big Four" is on the expectation that the dividend distribution of the Chicago Terminal Transfer Railroad will be made in the near future.

The ubiquity of the Western crowd in the stock market has become once more a matter of general and not altogether friendly comment. Its operations at present are not on securities, but on the commodities of the stability of the market, as was the case at the culmination of the bull movement last year, but they are of a very intrusive character. Certain influential moneyed actors still, and certainly in a property whose securities have been long inactive on the market. Persons having this information begin to pick up the stock and sell it, and the market is suddenly and the market is taken out of their hands and made very active. Brokers are asked to report from the floor doing it and they send back word from the floor that it seems to be the Gates crowd. The reports sent out from the floor yesterday described the Gates crowd as operating all over the market, "poking up the animals, one brook said, and another one and then in another from end to end of the menagerie." It appeared in Rock Island, in Erie, in Southern Railway, in Kansas City Southern, preferred, in Louisville and Nashville, in St. Paul, and in many other roads entering Chicago are interested. The New York Central has no representation on the Chicago Subway Company board, and some quarters think the rise in the stock is attributed to their buying to protect their Terminal position in Chicago.

The Terminal company has \$17,000,000 of bonds, the same amount of preferred stock and \$13,000,000 of common stock. The Harriman interests in the company are understood to be heavy.

FINANCIAL.

OFFER TO PURCHASE COUPONS DUE JANUARY 1, 1905.

Chicago Terminal Transfer Railroad Company 4% Bonds.

The GUARANTY TRUST COMPANY of New York, 6 NASSAU STREET, is offering for sale at 100% the COUPONS DUE JANUARY 1, 1905, ON THE FIRST MORTGAGE 4% BONDS OF THE CHICAGO TERMINAL TRANSFER RAILROAD COMPANY.

FINANCIAL.

TO THE HOLDERS OF THE FIRST MORTGAGE 4% BONDS.

In view of the failure of the Chicago Terminal Transfer Railroad Company to pay the coupon due January 1, 1905, on its First Mortgage Bonds, and for the purpose of protecting the interests of the bondholders, the undersigned holders of said bonds, representing a considerable amount of these bonds, and request that bondholders confer with them before taking any steps with reference to their bonds, and request that they furnish to the undersigned their addresses and amount of their holdings at an early date.

FINANCIAL.

CLARK'S CRUISE OF THE "ARABIC".

15,801 Tons, one of the Finest, Largest and Steadiest Steamers in the World.

FINANCIAL.

CLARK'S CRUISE OF THE "ARABIC".

February 2 to April 12, 1905, 70 days, costing only \$400 and up.

FINANCIAL.

CLARK'S CRUISE OF THE "ARABIC".

First-class, including Shore Excursions, Guides, Hotel, Private Car, and the most attractive trip leaving the U. S. this winter.

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